

Appendix B. Spatial Areas.

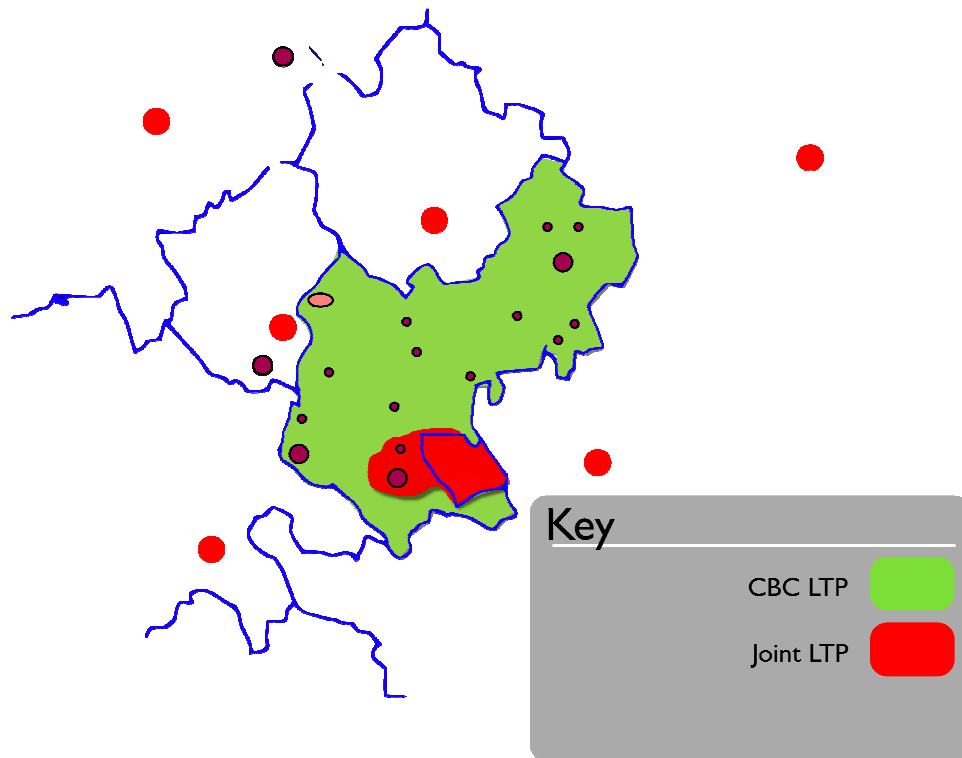


Figure A - CBC and Joint Local Transport Plans

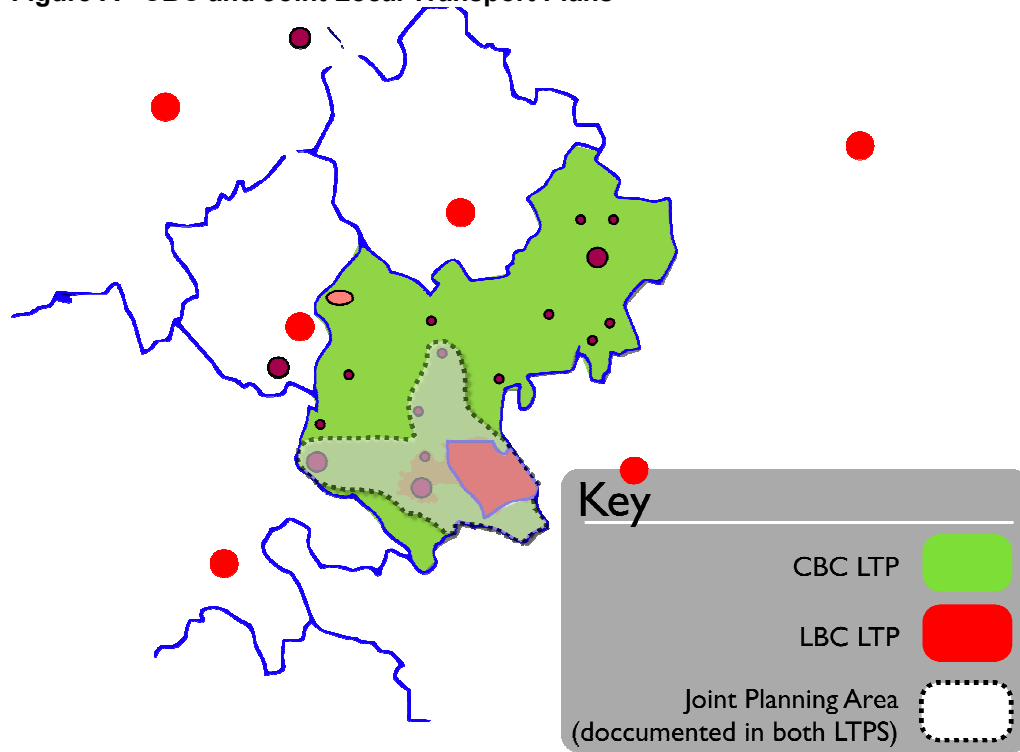


Figure B - CBC, LBC Local Transport Plans and area of joint planning to be documented in both authorities' plans.

Comparison of the two different approaches

	<p>Joint Local Transport Plan (A joint transport plan with Luton for part of Central Bedfordshire and a separate LTP for the rest of the authority)</p>	<p>Two tier approach (A joint transport planning approach, with strategies documented in separate Local Transport Plans)</p>
Spatial Area	<p>An amended boundary to the current Joint Local Transport Plan to include the Urban Extensions. This approach poses a potential interface risk to Central Bedfordshire in the development of strategies that extend beyond the conurbation. E.g. Health Travel Plans.</p>	<p>No specific defined boundary. The proposal is to partner with Luton in the development of key strategies and corridors, covering their full catchments. This leads more complete and robust strategy development.</p>
Response to National Indicators	<p>The Joint Local Transport Plan approach potentially does not cover the full catchment of strategies contributing to National Indicators. An interface risk is carried by Central Bedfordshire in ensuring catchment outside of the conurbation is fully considered.</p>	<p>By partnering on the full catchment for key strategies and documenting in each other's Local Transport Plan will ensure a complete and robust approach to strategy and will better respond to National Indicators.</p>
Response to DaSTS	<p>Central Bedfordshire Council response to DaSTS will need to be for the full authority area. Under the Joint Local Transport Plan approach, Central Bedfordshire will need to manage integrate two sets of responses across two plans. (interface Risk)</p>	<p>Under the two tiered approach strategies developed in partnership with neighbouring authorities will inform a single integrated response to DaSTS for each Authority. Although there is still an interface risk it has been mitigated through the development of a single consistent response across for each authority.</p>
Dunstable and Houghton-Regis Communities	<p>Community identity and issues for Dunstable and Houghton-Regis Communities are not adequately covered under the current Joint Local Transport Plan. An opportunity exists to improve this. However, it needs to recognise that these communities are attractors for trips outside of the conurbation</p>	<p>In this approach Central Bedfordshire Council can develop its own policies, strategies and initiatives to support and recognise the Dunstable and Houghton-Regis Communities. It will also provide the flexibility to develop strategies in partnership with Luton that contribute to common goals and priorities with in</p>

	and thus an interface risk/overlap will be need to be managed by Central Bedfordshire Council	the conurbation. This will result in better integrated implementation plans and programme for both authorities. This is important to consider when being assessed against our CAA.
Funding	Funding for Local Transport Plans were assessed on their own merits and their performance against set "Shared Priorities" as defined by Department for Transport. The current Joint Local Transport Plan ensured that both authorities were best placed to better gain access to funding. The amendments to the Local Transport Act changes mean that this is no longer an advantage.	Following the amendments to the Local Transport Act 2008, funding for Local Transport Plans are now assessed as a part of the Comprehensive Area Assessments. i.e. assessment of LTPs are not stand alone and are considered as a part of an Authority's broader response to its NIs and DaSTS. The Central Bedfordshire Council preferred approach will enable each partnering authority to better integrate their LTPs to their Sustainable Communities Strategy and providing a better response to NIs and DaSTS. This will ensure both Luton Borough and Central Bedfordshire Councils are best placed to maximise their funding allocations.
Journeys to Work	The proposed boundary for a Joint Local Transport Plan will still not cover the full Journey to Work Catchment.	The proposed joint planning approach will enable both authorities to document a strategy covering the full Journey to Work catchment and thus provide a better response to the guidance.